

# *Gulf Cooperation Council*

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GSO 76 (1987) (English): INDUSTRIAL SAFETY AND  
HEALTH REGULATIONS -LONGSHORING -PART 1: GENERAL



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**هيئة التقييس لدول مجلس التعاون دول الخليج العربية**  
**STANDARDIZATION ORGANIZATION FOR G.C.C (GSO)**



**GSO 76/1987**

**اشتراطات السلامة والصحة الصناعية**

**خدمة السفن الراسية**

**الجزء الأول : عام**

**INDUSTRIAL SAFETY AND HEALTH  
REGULATIONS LONGSHORING  
PART 1: GENERAL**

**ICS:13.100**

# **INDUSTRIAL SAFETY AND HEALTH REGULATIONS LONGSHORING PART 1: GENERAL**

**Date of GSO Board of Directors Approval : 15-04-1408H (06-12-1987)**  
**Issuing status : Technical Regulation**

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## **INDUSTRIAL SAFETY AND HEALTH REGULATIONS**

### **LONGSHORING PART1: GENERAL**

#### **1. SCOPE AND FIELD OF APPLICATION**

This standard is concerned with the general regulations for longshoring. It includes terms, definitions, general requirements, personnel protective equipment, means of access and gangways and gear certification.

Unless otherwise specified, the terms specified in item 3 and the requirements of item 7.3 shall not apply to the following equipment:

Small industrial crane trucks.

Hulets.

Bridge cranes including steeple towers and dock-leg elevators.

Ore and taconite loading facilities of such type that failure could not cause injury to an employee.

Bulk coal loading facilities.

Vertical pocket conveyors or other similar marine legs.

#### **2. COMPLEMENTARY REFERENCES**

- 2.1 Gulf standard which will be approved by GSO concerned with "Industrial Safety and Health Regulations Hazardous Materials - Toxic and Hazardous Substances".
- 2.2 GSO 209/1994 "Industrial Safety and Health Regulations Occupational Health and Environmental Control".
- 2.3 GSO 212/1994 "Industrial Safety and Health Regulations – Personal Protective Equipment".
- 2.4 GSO 82/1988 "Industrial Safety and Health Regulations - Longshoring - Part 3: Cargo Handling".

#### **3. DEFINITIONS**

- 3.1 Apron: The area along the water front edge of the pier or wharf.
- 3.2 Barge: An unpowered, flat bottom, shallow draft vessel including scows, car-floats, and lighters. The term does not include ship shaped or deep draft barges.
- 3.3 Beam or Strong-Beck: A portable transverse or longitudinal beam which is placed across a hatchway and acts as a bearer to support the hatch covers.
- 3.4 Bulk Cargo Spout: A spout, which may or may not be telescopic and may or may not have removable sections, but is suspended over the vessel from some overhead structure by wire rope or other means. Such a spout is often used with a thrower or trimming machine. A grain loading spout is an example.

- 3.5 Bulk Cargo Sucker: A pneumatic conveyor which utilizes a spout-like device, which may be adjustable vertically and/or laterally, and which is suspended over a vessel from some overhead structure by wire rope or other means.
- 3.6 Bulling: The horizontal dragging of cargo across a surface with none of the weight of the cargo supported by the fall.
- 3.7 Bulkwark: The side of a ship above the upper deck.
- 3.8 Burtoning: A small hoisting tackle with two blocks usually a single block and a double block with a hook block in the running part of the rope.
- 3.9 Coaming: The raised frame, as around a hatchway in the deck, to keep out water.
- 3.10 Crane: A mechanical device intended for lifting or lowering a load and moving it horizontally, in which the hoisting mechanism is an integral part of the machine. A crane may be a fixed or mobile machine,
- 3.11 Derrick: A mechanical device intended for lifting with or without a boom supported at its head by a topping lift from a mast, fixed frame, or similar structure. The mast or equivalent member may be or may not be supported by guys or braces. The boom, where fitted, may or may not be controlled in the horizontal plane by guys (vangs). The term shall include shear legs.
- 3.12 Draft: A single sling load of cargo.
- 3.13 Dunnage: Loose materials used around a cargo to prevent damage and padding in a shipping container to protect contents against breakage.
- 3.14 Fall: A rope or chain of the hoisting tackle.
- 3.15 Gangway: Any ramp-like or stair-like means of access provided to enable personnel to board or leave a vessel, including accommodation ladders, gangplanks and brows,
- 3.16 Gypsy Head: Small auxiliary drum at the windlass or capstan used to handle lines.
- 3.17 Jacob's Ladder: A marine ladder of rope or chain with wooden or metal rungs-
- 3.18 Longshoring Operations: The loading, unloading, moving, or handling of cargo, ship's stores, gear, etc., into, in, on, or out of any vessel on navigable waters.
- 3.19 Night Tent: A tarpaulin used to cover an opening.
- 3.20 Public Vessel: A vessel owned and operated by a government and not regularly employed in merchant service.
- 3.21 Rail: A light structure serving as a guard at the outer edge of a ship's deck.
- 3.22 Related Employment: Any employment performed as an incident to or in conjunction with longshoring operations including, but not restricted to, securing cargo, rigging, and employment as a porter, checker, or watchman.
- 3.23 Ship's Cargo Handling Gear: That gear which is a permanent part of the vessel's equipment and which is used for the handling of cargo other than bulk liquids, but does not include gear which is used only for handling or holding hoses, handling ship's stores or handling the gangway, or boom conveyor belt systems for the self-loading and unloading of bulk cargo vessels.

- 3.24 Small Trimming Hatch: A small hatch or opening, piercing the tween deck or other intermediate deck of a vessel and intended for the trimming of dry bulk cargoes. It does not refer to the large hatchways through which cargo is normally handled.
- 3.25 Vessel: Includes every description of watercraft or other artificial contrivance used or capable of being used as a means of transportation on water, including special purpose floating structures not primarily designed for or used as means of transportation on water.

#### **4. GENERAL REQUIREMENTS**

All Gulf Standards and draft standards mentioned in item 2 are applied, unless otherwise specified.

- 4.1 Housekeeping
- 4.1.1 Weather deck walking and working areas shall be kept reasonably clear of lines, bridles, dunnage and all other loose tripping or stumbling hazards.
- 4.1.2 Gear or equipment, when not in use, shall be removed from the immediate work areas, or shall be so placed so as not to present a hazard.
- 4.1.3 Slippery conditions shall be eliminated.
- 4.1.4 Loose paper, dunnage and debris shall be collected as the work progresses and be kept clear of the immediate work area.
- 4.1.5 Dunnage shall not be placed on deck where it interferes with the free movement of the drafts.
- 4.1.6 Dunnage racked against sweat battens shall not be used when the levels of such racks are above the safe reach of employees.
- 4.1.7 Dunnage, hatch beams, trapulins or gear not in use shall be stowed no closer than 1 m to the port and starboard sides of the weather deck hatch coaming, except that a reasonable tolerance shall be permitted where strict adherence is rendered impracticable.
- 4.1.8 Nails which are protruding from shoring or fencing in the immediate work areas shall be bent over or otherwise rendered harmless.
- 4.1.9 Dunnage, lumber, or shoring material in which there are visibly protruding nails shall be removed from the immediate work area, or, if left in that area, the nails shall be bent over or otherwise rendered harmless.
- 4.2 Illumination
- 4.2.1 All walking and working areas shall be illuminated at a minimum of 50 lux.
- 4.2.2 Portable lights shall meet the following requirements:
- 4.2.2.1 Portable lights shall be equipped with substantial reflectors and guards to prevent flammable and other material from coming in contact with the bulb, except that guards are not required where the construction of the reflector is such that the bulb is deeply recessed.



- 4.2.2.2 Portable lights shall be equipped with heavy duty electric cords and may be suspended by such cords only when the means of attachment of the cord to the light is such as to prevent the light from being suspended by the electrical connections. All connections and insulation shall be maintained in a safe condition.
- 4.2.2.3 Lighting wires and fixtures for portable lights shall be so arranged as to be free from contact with drafts, running gear, or other moving equipment.
- 4.2.2.4 Portable lights shall be so arranged that they do not shine in the eyes of winchdrivers or hatchtenders.
- 4.2.2.5 Portable cargo lights for use aboard vessels shall be of an approved type.
- 4.2.3 Employees shall not be permitted to enter dark areas, compartments, decks or other places without a flashlight or other portable light. The use of matches or open flame lights is prohibited.
- 4.3 Ventilation and Atmospheric Conditions
  - 4.3.1 Ventilation requirements with respect to carbon monoxide:
    - 4.3.1.1 When internal combustion engines exhaust into a hold, an intermediate deck, or any other compartment, the employer shall see that tests of the carbon monoxide content of the atmosphere are made with such frequency as is found by test to be necessary in the type and location of the operation, and under the conditions existing, to insure that dangerous concentrations do not develop. Such tests shall be made in the area in which employees are working, by persons competent in the use of the test equipment and procedure. Where operations are located in a deep tank or refrigerated compartment the first test shall be made within one quarter hour of the time of starting the engines.
    - 4.3.1.2 The carbon monoxide content of the atmosphere shall comply with the Gulf Standard mentioned in item 2. 1, and employees shall be removed from the compartment if the carbon monoxide concentration exceeds 100 ppm (0.01%).
    - 4.3.1.3 When neither natural ventilation nor the vessel's ventilating system, where fitted, is adequate to keep the carbon monoxide concentration within the allowable limits set forth in item 4.3.1.2, the employer shall use supplementary means of portable ventilation in such size and number and so arranged as to bring such concentration within such limits before work is resumed.
    - 4.3.1.4 A record of the date, time, location, and results of the tests shall be maintained for at least 30 days after the work is completed. The record shall be available for examination by representatives of Standardization & Metrology Organization for the GCC Countries.
    - 4.3.1.5 The intakes of portable blowers and any exposed belt drives shall be guarded by approved guards.
    - 4.3.1.6 The frames of portable blowers shall be grounded at the source of the current either through a third wire in the cable containing the circuit conductors or through a separate wire. When the vessel is the source of the current the ground shall be made to the structure of the vessel. Electric cables used shall be free of visible defects.

- 4.3.1.7 The use of the shore electrical circuits shall not be permitted unless they have been checked to ensure that the circuit between the ground and the grounded power conductor has resistance low enough to permit sufficient current to flow to cause the fuse or circuit breaker to interrupt the current. When the vessel is the source of the current, it is required only that a check be made to ensure good electrical contact between the ground wire and the vessel's structure.
- 4.3.2 Before commencing to load grain which has been fumigated, the employer shall ascertain from the elevator operator that the cargo is free from hazardous concentrations of fumigants. See the Gulf Draft Standard mentioned in item 2.1.
- 4.3.2.1 The employer shall not load tobacco until the carrier has provided written notification as to whether or not the cargo has been fumigated. If the tobacco has been fumigated with any toxic fumigant, the employer shall not commence loading until written warranty has been received from the fumigation facility that the aeration of the cargo has been such as to reduce the concentration of the fumigant to a safe limit. Such notification and warranty shall be maintained for at least 30 days after the loading of the tobacco has been completed, and shall be available for examination by representatives of Standardization & Metrology Organization for GCC Countries.
- 4.3.2.2 Before commencing to load cargo other than cargo mentioned in items 4.3.2 and 4.3.2.1, which has been fumigated at the loading port, the employer shall ascertain that such cargo does not contain a hazardous concentration of fumigants.
- 4.3.3 Before employees are permitted to enter or work in any stowage space or tank, the employer shall ascertain from the officer in charge of the vessel, or the vessel's agent or operator, whether explosive, poisonous, noxious, or gaseous cargoes have been carried or are stowed therein, or whether dry ice has been used as a refrigerant therein, or whether such places have been fumigated, or whether there is a possibility of oxygen deficiency. Upon establishing that any of such conditions may exist, the employer shall ascertain from the officer in charge of the vessel, if he is properly equipped and qualified to evaluate the condition of the work place with respect to atmospheric contaminants or deficiencies. If the officer in charge of the vessel is not equipped or qualified to carry out such evaluation, this shall be done by another person qualified and equipped to do so.
- 4.3.4 When it is ascertained, as set forth in item 4.3.3, that the atmosphere in which employees would be working is immediately dangerous to life, or if the atmosphere becomes immediately dangerous to life during cargo handling operations, no employee shall be permitted to enter or remain in the work place until the atmospheric conditions have been made safe. Atmospheres immediately dangerous to life are those which contain less than 16% oxygen, or which by reason of the toxicity of the contaminant, as in fumigation, or the high concentration of contaminants, as with carbon dioxide, would endanger the life of a person breathing them.
- 4.3.5 When it is ascertained, as set forth in item 4.3.3, that the atmosphere in which employees would be working contains dangerous gaseous contaminants not immediately dangerous to life, or if the atmosphere permitted to enter or remain in the work place until the atmosphere is made safe, or the employees are protected by suitable respiratory protective equipment in accordance with the requirements

of item 4.2.2. Dangerous gaseous contaminants not immediately dangerous to life are gases present in concentrations that could be breathed for a short period of time without endangering the life of a person breathing them, but might produce discomfort and injury after a prolonged single exposure or repeated short exposures.

- 4.3.6 When employees are exposed to heavy concentrations of dusts, they shall be protected by suitable respiratory protective equipment in accordance with the requirements of item 5.2.
- 4.4 Sanitation and Drinking Water
  - 4.4.1 Longshoring operations shall not be carried on in the immediate vicinity of uncovered garbage or in the way of overboard discharges from sanitary lines unprotected by baffles or splash boards.
  - 4.4.2 Clean drinking water in clean, covered containers shall be provided. Individual sanitary drinking cups or some other equally sanitary device shall be conveniently available.
- 4.5 Longshoring operation in the vicinity of repair and maintenance work.
  - 4.5.1 Longshoring operations shall not be carried on when chipping or scaling of decks, bulkheads or sides of vessels creates excessive noise which interferes with communication of warnings or instructions.
  - 4.5.2 Longshoring operations shall not be carried on in the hold or on deck beneath men working in the rigging overhead when such overhead work creates a hazard of falling objects.
  - 4.5.3 Longshoring operations shall not be carried on Where employees are exposed to injurious light rays, hot metal, or sparks, any of which result from welding or cutting.
  - 4.5.4 Longshoring operations shall not be carried on where employees are exposed to unsafe concentrations of dust or vapours from sand blasting or spray painting.
- 4.6 First aid and life saving equipment
  - 4.6.1 Unless a first aid room is close at hand and a qualified attendant is prepared to render first aid to employees on behalf of the employer, the employer shall furnish a first aid kit for each vessel on which work is being performed, except that when work is being performed on more than one small vessel at one pier only one kit shall be required. The kit shall be kept in the immediate vicinity of the vessel and at least one employee qualified to provide first aid shall be close at hand.
  - 4.6.2 The first aid kit shall be in accordance with the requirements of the Gulf Draft Standard mentioned in item 2.2.
  - 4.6.3 There shall be available for each vessel being worked one stokes basket stretcher, or its equivalent, permanently equipped with bridles for attaching to the hoisting gear, except that there need be no more than two stretchers on each pier. Stretchers shall be kept close to the vessels.
  - 4.6.4 The employer shall ensure that there is in the vicinity of each vessel being worked at least one approved 76 cm lifeline with not less than 27 m of line attached and at

least one portable or permanent ladder which will reach from the top of the apron to the surface of the water. If the above equipment is not available at the pier, the employer shall furnish it during the time that he is working on the vessel.

- 4.6.5 When working on a barge, scow, raft, lighter, log boom, or carfloat alongside a ship, an -approved lifering, with not less than 27 m of line, shall be provided either on the floating unit itself or aboard the ship in the immediate vicinity of each floating unit being worked.
- 4.6.6 When employees are working on log booms or cribs, lifelines shall be furnished and hung overside to the water's edge.
- 4.6.7 Qualifications of Machinery Operators
  - 4.6.7.1 Only those employees considered by the employer to be competent by reason of training or experience, and who understand the signs, notices, and operating instructions and are familiar with the signal code in use shall be permitted to operate a crane, winch or other power-operated vehicle, or to give signals to the operator of any hoisting apparatus.
  - 4.6.7.2 No employee known to have defective uncorrected eyesight or hearing, or to be suffering from heart disease, epilepsy, or similar ailments which may suddenly incapacitate him shall be permitted to operate a crane, winch or other power-operated hoisting apparatus or a power-operated vehicle.

## **5. PERSONAL PROTECTIVE EQUIPMENT**

### **5.1 Eye Protection**

When, because of the nature of the cargo being handled, an eye hazard from flying particles or heavy dust exists, employees shall be protected by eye protection equipment meeting the requirements of the Gulf Draft Standard mentioned in item 2.3.

### **5.2 Respiratory Protection**

When respiratory protection is required, it shall be in accordance with the requirements of the Gulf Draft Standard mentioned in item 2.3.

### **5.3 Protective Clothing**

When employees are handling cargo which, due to ruptured, leaking or inadequate containers, may cause burns, skin irritation or be otherwise injurious to health, they shall be protected by suitable protective clothing in accordance with the requirements of the Gulf Draft Standard mentioned in item 5.1.

### **5.4 Foot Protection**

The employer shall supply safety shoes as needed, it shall be in accordance with the requirements of the Gulf Draft Standard mentioned in item 2.3,

### **5.5 Head Protection**

- 5.5.1 Employees shall be protected by protective hats meeting the requirements of the Gulf Draft Standard mentioned in item 2.3,

- 5.5.2 Protective hats which have been previously worn shall be cleaned and disinfected before they are issued by the employer to another employee.

**5.6 Protection Against Drowning**

- 5.6.1 Any personal flotation device shall be approved.
- 5.6.2 Employees working on log booms shall be protected by personal flotation devices.
- 5.6.3 Personal flotation devices shall be maintained in good condition and shall be considered unserviceable when damaged so as to affect their buoyant properties or capability of being fastened.

**6. MEANS OF ACCESS****6.1 Gangways and other means of access**

- 6.1.1 The gangway shall be kept properly trimmed at all times.
- 6.1.2 When a fixed tread accommodation ladder is used, and the angle is low enough to require employees to walk on the edge of the treads, cleated duckboards shall be laid over and secured to the ladder,
- 6.1.3 When the lower end of a gangway overhangs the water between the ship and the dock in such a manner that there is danger of employees falling between the ship and the dock, a net or other suitable protection shall be rigged at the foot of the gangway in such a manner as to prevent employees from falling from the end of the gangway.
- 6.1.4 If the foot of the gangway is more than 300 mm away from the edge of the apron, the space between them shall be bridged by a firm walkway equipped with railings with a minimum height of approximately 85 cm with mid-rails on both sides.
- 6.1.5 Supporting bridles shall be kept clear so as to permit unobstructed passage for employees using the gangway.
- 6.1.6 When the upper end of the means of access rests on or is flush with the top of the bulwark, substantial steps, properly secured and equipped with at least one substantial hand rail approximately 85 cm in height shall be provided between the top of the bulwark and the deck.
- 6.1.7 Obstructions shall not be laid on or across the gangway.
- 6.1.8 The means of access shall be illuminated for its full length.
- 6.1.9 Unless the construction of the vessel makes it impossible, the means of access shall be so located that drafts of cargo do not pass over it. In any event loads shall not be passed over the means of access while employees are on it.

**6.2 Jacob's Ladders**

- 6.2.1 Jacob's ladders shall be of the double rung or flat tread type. They shall be well maintained and properly secured.
- 6.2.2 A Jacob's ladder shall either hand without slack from its lashings or be pulled up entirely.

**6.3 Access to Barges**

- 6.3.1 Ramps for access of vehicles to or between barges shall be provided with side boards, well maintained, and properly secured.

- 6.3.2 Unless employees can step safely to or from the wharf, float, or barge, either a ramp meeting the requirements of item 6.3. 1, or a safe walkway meeting the requirements of item 6.1.4, shall be provided. When a walkway is impracticable, a substantial straight ladder, extending at least 1m above the upper landing surface and adequately secured against shifting or slipping shall be provided. When conditions are such that neither a walkway nor a straight ladder can be used, a jacob's ladder meeting the requirements of item 6.2, may be used. When these requirements cannot reasonably be met, by reason of local conditions, other safe means of access shall be provided.
- 6.3.3 When a barge, raft or log boom is being worked alongside a larger vessel, a Jacob's ladder meeting the requirements of item 6.2, shall be provided for each gang working alongside unless other safe means of access are provided.
- 6.3.4 When longshoring operations are in progress on barges, the barges shall be securely made fast to the vessel, wharf, or dolphins.
- 6.4 Bridge plates and ramps
- 6.4.1 Bridge or car plates used afloat shall be equipped with side boards along the space bridged, well maintained, and secured against movement.
- 6.4.2 Ramps for access of vehicles to or between vessels shall be provided with side boards, well maintained and properly secured.
- 6.5 Ladders
- 6.5.1 There shall be at least one safe and accessible ladder for each gang working in a hatch. However, no more than two such ladders are required in any hatch. An adequate means of gaining a handhold shall be provided at or near the head of each vertical fixed ladder in cases where any coaming or other structural features are such that they cannot serve this purpose.
- 6.5.2 When any fixed ladder is visibly unsafe, the employer shall prohibit its use by employees.
- 6.5.3 Straight ladders of sufficient length to extend at least 1 m above the coaming, and suitably secured against shifting or slipping, shall be provided as necessary when fixed hold ladders do not meet the requirements of item 6.5. 1, except that when conditions are such that a straight ladder cannot be used, jacob's ladders meeting the requirements of item 6.2, may be used.
- 6.5.4 When 10 cm of clearance does not exist in back of ladder rungs, the ladder shall be deemed "Unsafe" for the purpose of this section.
- 6.5.5 When necessary to obtain access to or from a stowed deckload or other cargo and no other safe means is available, ladders or steps positively secured against shifting or slipping, shall be furnished. Where portable straight ladders are used they shall be of sufficient length to extend at least 1 m above the upper landing surface. Adequate steps formed by the cargo itself are acceptable when the nature of the cargo and the type of stowage permits. This Subclause shall not apply to the circumstances mentioned in item 4.4.7, specified in the Gulf - Standard mentioned in item 2.4.

- 6.5.6 Portable straight ladders used by employees for any purpose not otherwise specifically covered shall be lashed, blocked, or otherwise secured against shifting or slipping.

## **7. GANGWAYS AND GEAR CERTIFICATION**

### **7.1 Gangways.**

The employer shall not permit employees to board or leave any vessel, except a barge, until the following requirements have been met:

- 7.1.1 Whenever practicable, a gangway of not less than 50 cm wide walking surface, maintained in safe repair and safely secured shall be used. If a gangway is not practicable, a substantial straight ladder, extending at least 1 m above the upper landing surface, and adequately secured against shifting or slipping shall be provided. When conditions are such that neither a gangway nor straight ladder can be used, a Jacob's ladder meeting the requirements of item 6.2, may be used.

- 7.1.2 Each side of such gangway, and the turntable, if used, shall have a railing with a minimum height of 84 cm measured perpendicularly from rail to walking surfaces at the stanchion, with a mid-rail. Rails shall be of wood, pipe, chain" wire or rope and shall be kept taut at all times. Portable stanchions supporting railings shall be so supported or secured as to prevent accidental dislodgement.

### **7.2 Gear Certification**

- 7.2.1 The employer shall not use the vessel's cargo handling gear until he has ascertained that the vessel has a current and valid cargo gear register and certificates which indicate that the cargo gear has been tested, examined and heat treated by or under the supervision of persons or organizations defined as competent to make register entries and issue certificates pursuant to the requirements of item 7.2.2.

- 7.2.2 With respect to vessels under foreign registry, persons or organizations competent to make entries in the registers and issue the certificates required by item 7.2.1, shall be those acceptable as such to GCC Countries.

### **7.3 Certification of Shore-Based Material Handling Devices,**

- 7.3.1 An employer shall not use in vessel-to-shore, shore-to-vessel, or in vessel-to-vessel, cargo handling any crane, derrick, bulk cargo spout, or bulk cargo sucker, which:

- 7.3.1.1 Is not part of a vessel's permanent equipment and is either located a shore or placed aboard a vessel only temporarily.

- 7.3.1.2 Is used to transfer cargo or materials other than bulk liquids directly between the shore and a vessel or between vessels.

- 7.3.1.3 Is so located that its failure could cause injury to an employee until he has ascertained that the device has been certificated as evidenced by current and valid documents.

- 7.3.2 Cranes and derricks shall have been tested as a unit, inspected and/or examined, at the intervals required. Appropriate documentation, acceptable for the purpose, shall be available for inspection at the worksite.
- 7.3.3 Bulk cargo spouts and suckers, together with any portable extensions and rigging or outriggers associated there with which support them vertically, need not be tested, but shall be subject to an annual examination. Certificates attesting to the required examination and acceptance for the purpose shall be available for inspection.
- 7.3.4 Disassembly and reassembly of equipment, which is necessary for movement from job to job, or which becomes necessary during the normal course of operations as a routine matter, does not nullify existing certification nor require additional certification.
- 7.3.5 Certification procedures shall not be construed as a substitute for, or cause for elimination of, normal operational inspection and maintenance routine throughout the year, which shall be carried out as usual by operating and maintenance personnel.
- 7.4 Container Cranes
- The provisions of item 7.3, requiring certification of certain shore-based material handling devices shall apply to any crane utilized to handle containers in containerized operations between the vessel and the shore.